

Report of Survey for Repairs, &c., of Engines and Boilers.

JUN. 14 JUN 1904

(Received at London Office)

Date of writing Report 11th June 19 04 When handed in at Local Office 13 JUN 1904 19 Port of BARRY.

No. in Survey held at BARRY. Date, First Survey 12th May Last Survey 8th June, 1904

301. on the Machinery of the Wood, Iron or Steel ss "Orca" Master W. Allan & Co. Ltd

Gross 4158 Vessel built at Stockton By whom W. Allan & Co. Ltd

Net 2730 Engines made at Sunderland By whom W. Allan & Co. Ltd

Registered Horse Power 359 Boilers, when made (Main) 1899 (Donkey) 1899

No. of Main Boilers 3 Owners M. R. Tea (Mgr) Port Puffin Voyage New York

No. of Donkey Boilers 2 of Surveyed Afloat or in Dry Dock Commercial Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Team Pressure in Main Boilers 200 lb (State name of Dock.) afloat

in Donkey Boilers 1

Last Survey No. Port Damage & Part LMC

Particulars of Examination and Repairs (if any)

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? Yes. also whether any damage report was made, and, if so, by whom? Sal. Asst.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Do. " Donkey " " " " "

If this was not done, state for what reasons? Yes.

And what parts of the Boilers could not be thus thoroughly examined? Yes.

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? Yes.

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.

To what pressure were they afterwards adjusted under steam? not adjd

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes.

To what pressure were they afterwards adjusted under steam? Yes.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes.

and of the Donkey Boiler? Yes.

Did the Surveyor examine the drain plugs of the Main Boilers? Yes.

and of the Donkey Boiler? Yes.

Did the Surveyor examine all the mountings of the Main Boilers? Yes.

and of the Donkey Boiler? Yes.

Has the propeller shaft been drawn and examined at this time? Yes.

If spare propeller shaft fitted, state whether new? Spare, new.

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? Stern bush new.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? See below.

Damage due to grounding in the River plate & heavy weather.

How done:- Vessel placed in dry dock. Propeller shaft found badly fractured at large end of taper. Re-join & spare shaft be fitted which has been done. Beam & Sea-Cocks found in good order.

Propellers, fastenings, & Sea-Cock openings satisfactory. Beam & Cylinders, pistons, slides, crank, thrust & tunnel shafts, pumps, Condenser, auxiliaries & all small gear.

Crank shaft & thrust shaft lifted, bearings reinstalled. Clearances checked in tunnel bearings, all shafts lined up throughout. Thrust shoes reinstalled. All sole plate checks refitted, several of same renewed. HP valve spindle

General Observations, Opinion, and Recommendation:- The Machinery is now

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,000 B.& M.S. 9,000, or S.L.M.C. 9,000, 140 lb., F.D., &c.)

in good & safe working order, eligible in my opinion to remain as classed and have fresh record of +LMC 6.04 when the survey is completed.

Office or Registration Fee (per Sec. 27) £ 5.10.0
Survey Fee (per Section 28) £ 4.19.0
Special Damage or Repair Fee (per Section 28) £ 3.3.0
Travelling Expenses (if chargeable) £ 2.17.0

Fees applied for

13 JUN 1904

Received by me,

24. 6. 04

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute

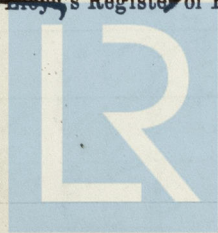
FRI. 17 JUN 1904

FRI. 15 JUL 1904

Assigned

Deferred for compln

ms. 6.04



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JUN. 14 JUN 1904

Port of

BARRY.

Continuation of Report No. 6903, dated 13 JUN 1904 on the

ms "Crucif" - Nam. & ph LMC.

bracket found broken, this has now been patched by cast iron U piece fitted. IP valve spindle skinned up, refitted with new neck & gland bushes. HP piston rings renewed. Feed pump rams skinned up & new neck & gland bushes fitted. Bilge pump rams chipped at ends. Air pump bucket re-packed. Condenser tubes partly refurrowed and tested. New spring & rod piece fitted to L.P. packing ring. Fuel & Ballast doorkeys overhauled & put in good order.

main Main boilers, their safety valves & mountings found all in good order, except bottom man-hole doors of Port boiler which were bad of fitting, and collision chock at fore end of Star boiler, & these doors have new speish plates fitted & collision chock be renewed which have now been done.

To complete LMC:- The Main boiler safety valves require to be adjusted under steam. This the Captain stated would be done at New York, which place the vessel has now sailed for.

J. L. MacKillop.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

N.B.-If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

At Port Aug 5, 03. To complete at 26 4/4
Surveyors this morning
Surveyors this morning at Port and 9 Cars
New gear fitted & air, made 2000 ft. of
brake & must shell lifted 2000 ft. of
a then appears to engines 1000 ft.
Cars repaired & for 2 aft stops around
It is submitted that
this vessel is eligible for
THE RECORD - LMCMS 604
It is submitted that this
vessel WILL BE eligible for
the record. LMCMS 604
when safety valves
have been adjusted
under steam.
J. L. MacKillop.
14.6.04



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